



ALI DAGI OPEN COMPETITION LOCAL REGULATIONS FOR THE COMPETITION

- Name of the event Ali dagi Cup
- Location Ali Dagı Talas/ Kayseri
- Dates 24-30 August, 24th of August registration day
- Purpose

The purpose of the event is to provide safe, fair and satisfying contest flying so that the best pilots will be awarded and to reinforce friendship amongst pilots and nations.

- Event schedule

24 August Registration and official training day

Free transport and retrieve will be provided on designated route.

12.30 Training task

19.30 safety briefing (Compulsory)

20.00 opening Ceremony and cocktails,

25 August competition day 09.00 Meteo briefing Transport to Take off area 11.30 task briefing
26 August competition day 09.00 Meteo briefing Transport to Take off area 11.30 task briefing
27 August competition day 09.00 Meteo briefing Transport to Take off area 11.30 task briefing
28 August competition day 09.00 Meteo briefing Transport to Take off area 11.30 task briefing
29 August competition day 09.00 Meteo briefing Transport to Take off area 11.30 Task briefing
30 August Reserve day 11.30 Task briefing 18.00 Check in deadline 20.00 Provisional results
20.30 Prize giving and closing ceremony. Dinner & Party

The event schedule will be on the General Information Board at the Headquarters .Any modifications or changes will be announced in time by the organizers

■ ORGANIZATION STRUCTURE

Talas Belediyesi Kültür ve Sosyal İşler Müdürlüğü

Web Sites : www.havasporlari.com

Gökhan KILIÇ : 532 684 25 63

Semih SAYIR : 532 356 68 88

■ OFFICIALS

The Meet Director of this competition is with the following key persons

MEET DIRECTOR : Semih SAYIR

SKOR OFFICER : Emre Gürer

SAFETY DIRECTOR : Banu Gülsever

RETRIEVE DIRECTOR : Sanli Kihır

REPORT BACK : Dilek Cansevgisi

■ JURY

- 1 Celal YILDIZ
- 2 THK Observer
- 3 PWC Observer

■ CATEGORY

This event sanctioned as **OPEN FAI 2nd CAT.**Competition. Pilots with FAI license can benefit WPRS points

■ TEAM LIAISON

Each country participating in the competition will select one person to liaise between the team of the country and the organization during the competition. His /her work is to communicate with the organizers for all the team issues.

■ TASK SELECTION AND SAFETY COMMITTEE

The Task selection and Safety Committee will be selected by the pilot on registration. The pilots or persons in the Task and Safety Committee will be announced in the general briefing for the competition and in the General information board

■ RESPECT

Please, have respect to the organizers and follow their orders without objections because they are responsible for your safety.

Respect the timetables of the competition (briefings, transportation, report back, GPS consignment etc.). In case of offence penalty will be applied on the pilots. Please also respect the competition area.

■ RULES

In this race we'll follow FAI official rules.

Scoring formula of GAP2007 will be used. Details of the formula you'll see on General Information Board if someone needs them.
GAP Parameters will be announced at the first task committee briefing.

The evidence for the flight control will be only GPS. **All the participating pilots must have their own GPS cable for their specific instrument(s) in order to upload/download competition GPS logs.**

This Competition includes 2 category: The Open Class Category, Russian Class

- INDIVIDUAL PRIZES Overall Open Class Overall female
- TEAM PRIZES -Open Overall class
- TEAMS

Pilots can form a team to compete in team's category. Each team is maximum 5 pilots of 4 male and 1 female.(4+1)

Teams with lower numbers can be accepted by MD. Minimum required number of pilots are 2 male and 1 female pilot.(2+1)

Scoring for the task;

Only best 2+1 pilots will be count for each task. Male pilots can not score female pilots position. There can be no change of teams or numbers once the competition starts.

■ COMPETITION

Safety

- 1) Radios are mandatory. VOX are prohibited. During the race only the VHF band will be used.
- 2) **During the flight all the pilots must be on the "Safety Frequency" of 145.500 *MHz** and must NOT transmit on this frequency except for safety reasons.
- 3) It is very important that after your landing you **change your radio** from the Safety Frequency to the Retrieval Frequency of **145.600 MHz**.
- 4) In order to increase the safety of the each day's task there will be observers at the turn points and on the air (Task & Safety committee) who will be in direct contact with the MD.
- 5) The designated landing area is free of obstacles, but in case of landing **out of this area be aware of high tension cables and poles with power lines** because of the high number of them around, especially near the roads or towns. Also be careful for fences or wires in the cultivated fields.
- 6) **The Safety Report Back is obligatory for all pilots** as soon as possible and in any case as specified on the task board within the time limits. **All pilots must come in person in Headquarters for safety report back.** This allows us to have the constant control of competitors and to avoid a searching rescue action. Pilots who do not respect this rule could be disqualified for the event.
- 7) In case of the cancellation of the task this will be announced on the Safety Frequency exclusively and only by the MD who is the only person in charge to do so.
- 8) There is an Ambulance and rescue team available for SAR operation in case of emergency.
- 9) **Cloud flying:** Except of the dangers involved, cloud flying is considered as a cheating on other competitors. On arriving at the cloud wisps the pilots must demonstrate clearly his/her intention to leave from ascending air.

The organizer has the right to check via GPS every pilot's daily track log (altitude) to discover if this rule is respected.

- 10) **Thermalling at the take off area:** Each competitor after take off must leave the take off area in order to give clearance to the other competitors to have a clean take off. Pilots who thermal at low altitude over the take off area will be **sanctioned or even disqualified**.
- 11) A pilot who lands (or limits his flight) to assist another pilot in distress will be scored for the day. MD will decide on the validity of each case.
- 12) External aid to competitors
Any help in navigation or thermal location by any non-competing aircraft, including competing gliders not in the act of carrying out the task is prohibited. Pre-fliers (Wind dummies) must land or fly in a designated area as soon as possible after task flying has started

■ PENALTIES

Penalties for rules violation other than what is already in S7B will be announced at the Pilots' briefings by the Meet Director.

Cloud flying 1st offence - zero for the day 2nd offence - expelled from the competition

Wrong turn direction 1st offence - warning

2nd offence - 100 points then doubling for every offence after that. **Dangerous and aggressive flying**

1st offence - warning

2nd offence - 100 points then doubling for every offence after that. **Aerobatics after reaching the goal area**

1st offence - warning

2nd offence - 100 points then doubling for every offence after that. **Top Landing without permission after the launch window is open**

1st offence - 100 points then doubling for every offence after that. **Failure to report back**

1st offence - zero for the day. 2nd offence - expulsion from the competition. **Too much ballast** 1st offence - 100 points 2nd offence - zero points for the task 3rd offence - expulsion from the competition

■ COMPLAINTS AND PROTESTS

A complaint may be made to the MD or his deputy by the team liaison in writing, to request a correction.

It should be made at the latest 2 hours after publication of the provisional results. It will be dealt with expeditiously.

If the complainant is not satisfied with the outcome, the team liaison may make a protest in writing to the MD or his Deputy.

The time limit for submitting protests is **10 hours** after the outcome of the complaint is announced, **except** for the **last contest task**, when the time limit is one hour after provisional results are published for complaints and 2 hours for protests. The protest fee is 30 EUR. It will be returned if the protest is upheld.

■ WEATHER FORECAST.

Weather specialist will inform all the pilots and task committee during the task briefing. The task length depends on the local weather conditions. There will be constant information to the pilots about the weather changes before and during the tasks. Please be aware of fast changes of weather conditions. The flight times (the open window, the close window, the type of the task etc.) will be chosen according to the weather forecast.

■ START POINT

Organizers will provide the transportation to the start point (take off area) for the launch.

■ TURN-POINTS

The number of turn-points is*Turn-points radius is 400 m. Organizers can change or add co-ordinates and radius during the event. In this case the changes will be announced at the task briefing.

■ TAKE-OFF

The official competition time is the GPS time. The MD can stop take-off at any time for safety reasons. If the pilot decides not to fly, he/she must notify the organizer before the mandatory safety report back deadline, preferably on take-off.

■ COMPETITION DAYS

This competition is 5 days and one reserve day. If 3 task total points are above 2000 been flown, there will be no task on reserve day

■ Take off

TALAS ALI DAGI launch area is the main take off site for this competition.

38°40'4.79"N 35°32'46.27"E

■ DURING THE TASK

Cancellation or stopping of the task

The Meet Director is the only person authorized to cancel or stop a task in progress, for emergency reasons.

When a task is stopped but not cancelled, the pilot's scores will be determined from their GPS track log position **5 minutes** before the accurate time when the task is stopped. **The task will be scored only if over 90 minutes have elapsed since the opening of the start gate or at least 1 pilot has reached GOAL.**

GOAL

The goal will be either:

-A cylinder for the end speed section with size and position to be decided by the task setting committee and a cylinder or a physical line for the end of the task.

The crossing/entering of the end of task line/cylinder is controlled by GPS track log. For cylinder time is taken at the entry to the cylinder.

In case of a remote landing or when there is no physical line displayed, the goal cylinder will be the default TP cylinder. Organizers can change the radius of the cylinder for safety or other reasons during the event. In this case the changes will be announced at the task briefing and will be displayed on the Task Board.

■AFTER LANDING Retrieve

All pilots must pack their glider immediately after landing.

It is obligatory for the pilots to change from Safety Frequency to Retrieve Frequency and report safe landing by radio, telephone, SMS to retrieval cell phone number. The retrieve cars will be moving on determined main roads.

On behalf of organizational team I wish you the best of luck in the competition tasks, safe flying and a pleasant stay in Talas at this special event.

ORGANIZER;

TALAS BELEDİYESİ KÜLTÜR VE SOSYAL İŞLER MÜDÜRLÜĞÜ

